

**GOVERNMENT OF INDIA
CIVIL AVIATION
LOK SABHA**

STARRED QUESTION NO:280

ANSWERED ON:04.08.2016

Air Traffic Growth

Mahato Shri Bidyut Baran;Singh Shri Kunwar Haribansh

Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether as per the International Air Transport Association (IATA), domestic air traffic grew at 18.8% in 2015 in the country, if so, the details thereof including air traffic growth registered during the last three years and the current year, year/ airport-wise;
- (b) whether the growth in the air traffic has surpassed airport infrastructure development, if so, the details thereof and the reasons therefor;
- (c) whether there are bleak chances of Mumbai having a new airport in the next five years and other metro cities may also take 4-5 years to build new runways; and
- (d) if so, the details thereof and the reasons therefor along with the corrective measures taken/being taken by the Government to boost the airport infrastructure on fast track?

Answer

Minister of CIVIL AVIATION

(Shri Ashok Gajapathi Raju Pusapati)

(a) to (d): A Statement is laid on the table of the House.

STATEMENT TO BE LAID ON THE TABLE OF HOUSE WITH RESPECT TO LOK SABHA STARRED QUESTION NO. 280 ON "AIR TRAFFIC GROWTH" TO ANSWERED ON 4.8.2016.

(a) According to IATA's World Air Transport Statics Report, India's Domestic passengers grew at the the rate of 18.8% in 2015. As per the information collected from AAI Domestic passenger traffic at Indian Airports witnessed the growth rate of 21.2% during 2015-16 over the year 2014-15. The corresponding domestic passenger growth rate during 2014-15 and 2013-14 was 13.9% and 5.1% respectively. Compounded Annual Growth Rate (CAGR) for domestic passenger during the last three years (2012-13 to 2015-16) is 13.2%. During the current year (Apr-Jun 2016) the domestic passenger traffic has witnessed a growth rate of 20.4% over the same period of 2015. The Airport wise domestic passengers along with growth rate for the last three years and current year (Apr-June 2016) is enclosed in the Annexure-I.

(b) No Madam. Development of Airport infrastructure facilities at the airport is a continuous process and is undertaken based on the operational requirements, traffic growth and demand from the airlines with the infrastructure to sustain the air traffic growth for the next 5 to 10 years. The overall capacity of airport infrastructure has not been surpassed. As per traffic data, 223.62 million passengers are handled in the year 2015-16 against the available capacity of 270 million passengers per annum. There was very good air traffic growth in the last two years due to overall economic growth and resilience in the sector. The capacity augmentation at individual airports depends on the land availability, R & R issues, approval from regulatory authorities, obstacles around airport and its removals thereon.

(c) No Madam. A second Airport in Mumbai namely Navi Mumbai International Airport (NMIA) has been planned by the State Government of Maharashtra with a view to operationalize the Airport by 2019-20. The Government of Maharashtra has taken various steps to fast track the implementation of the project. The request for qualification (RFQ) stage has been completed. The transaction document for award of the project to the private partners are already in place based on which, Government of Maharashtra has released request for proposal (RFP) to the qualified bidders on 4th May, 2016. Further as per the master plan, 2016 of IGI International Airport New Delhi, M/s Delhi International Airport Limited has planned a new fourth runway with a view to handle the traffic growth. M/s Bangalore International Airport Limited (BIAL) has also planned a second runway at Kempegowda International Airport Bengaluru. At present runways at other Metro Airports are sufficient to handle the traffic in the near future.

(d) Does not arise in view of (c) above.